

several advantages. First, it is an easy step for guests to negotiate from the saloon to deck, making it much safer than the steep traditional layout. Secondly, it is well sheltered from the wind and spray, offers greater privacy from the crew and is well away from scything booms and lines. It is also great for sunbathing because the shadow of the sails rarely falls aft, but more importantly, being so low, it means climbing in or off a dinghy is easy for everyone. It is also very practical as a scuba or fishing platform. The most stunning aspect of these yachts however, is their performance. *Genie of the Lamp* for instance, can maintain an effortless 20 knots broad-reaching across a 30 knot breeze, make 12 knots to windward in just 8 knots of true wind, and once sheets are eased, will sweep along at between 14-16 knots in the same conditions. As far as passage making goes, that puts these Frers designed Wally yachts in the same category as a powerboat but without the discomfort of slamming over waves nor the incessant noise from their engines.

Suddenly, Cannes, Corsica and Genoa are within a comfortable day's sail of each other even when the winds are capricious, for these easily driven hulls can still push along at 11 knots under power when necessary.

*The Wally 88TK 'Tiketitan'. She is equipped with an hydraulic canting keel system that swings the foil 40° either side to give the yacht considerably more stability. She is also fitted with a simple but highly effective anchor system which utilises the anchor's flutes to close the well where it is stored, rather than having a large hatch with double doors in the forefoot of the hull. Other novel features include a 2-speed hydraulic ram to trim the sails and exhaust outlets for both generator and main engine fitted high up the mast (right)*



PHOTOS - GUY GURNEY/WALLY

The Huisman 110 and Swan 112 take this custom production concept into the superyacht league. Both have been designed by Frers specifically to maximise the benefits of common hull shapes - and all the complex engineering that goes with them - without compromising an owner's choice of interior schemes, thus effectively halving the construction process.

As Wolter Huisman puts it: 'Over the years we have teamed up with clients, captains, architects and interior designers to create a wide variety of superyachts. This experience has led to a series of often novel solutions to the very practical problems of sail-handling, steering, power generation, tender stowage and interior layouts that make up the "ideal yacht". It has been an evolutionary process that led naturally to a concept design for the growing superyacht market that gives owners the economy of having a fixed basic hull while providing ample allowance for meaningful custom options.'

The design brief from the Royal Huisman yard in Holland for their Huisman 110 was straight forward: Exceptional performance, considerable owner comfort, a small crew requirement, global capabilities for cruising and racing and a complete inventory of the finest sail-handling and operating systems available.

Wolter Huisman describes the result as a work of art in which grace and speed go hand-in-hand. 'Germán gave the bow a fine entry to minimise wave resistance, yet with sufficient flare to provide reserve buoyancy and a wide, dry foredeck. This is balanced with an easy sheer and gracious stern overhang to provide us with a timeless beauty. Her underwater sections are shaped to be sea-kindly, stable and provide a smooth water-flow, yet the bulb keel and balanced spade rudder are drawn straight from Frers most recent racing successes'.

Just as her raised deckhouse is the focal point for light and life below decks, its subtle curvature and parabolic windows are carefully balanced to match the gracious lines of the hull. There is a high degree of practicality here too, for with the help of an optional windshield or folding canvas dodger, the large guest seating area remains well protected from wind and spray. The coamings are shaped to both house and hide the large Rondal main winches and halyards, with other control lines being run beneath the teak decks to ensure clutter-free walking and sunbathing areas.

Her twin-wheel configuration maximises visibility and control, and the yacht's tender is stowed in a large lazarette sunk into the aft deck, which also houses a folding crane with which to launch and retrieve it easily. The transom also transforms into a swimming/boarding platform by opening outwards to reveal steps and a fresh water shower facility.

Another piece of clever engineering which has become something of a hallmark on these larger Frers-designed yachts, is the anchor crane, first incorporated on *Extra-Beat* and the Swan 86. This swings forward through a 180 degree arc from its housing in the foredeck to launch the CQR anchor and its rattling chain well forward of the bow, avoiding any damage to the yacht's deck or paintwork. Just as importantly, the crane allows the anchor and chain to be stowed well aft of the bows, which minimises its pitching effect considerably.

Her sloop rig is designed with a tapered aluminium Rondal mast, but owners have the option of a lighter carbon spar to maximise performance and reduce pitching. Her four-spreader mast and fully-battened maxi roach sail are controlled